

COUNCILS AND THE WATER.

Special Meeting of City Councils Yesterday Afternoon—Message of Mayor Fox—Full Discussion of the Subject—Account of the Proceedings.

The business done was this: Select Branch.—President Stokley was in the chair, a full quorum of members present. The first business in order was the reception of a written message from his Honor the Mayor. It was ready only at the last moment. It called attention to the necessity on the part of Councils for immediate attention to a supply of water to the city.

The annexed correspondence was also laid before the Chamber as collateral documents:

To the President and members of Select and Common Councils—Gentlemen: The following statement of facts connected with the difficulties of the Water Department during this period of unprecedented drought, and a few suggestions upon their future avoidance, are respectfully submitted for the information of your honorable bodies:

The first inconvenience felt was upon the 7th day of July, when we were called upon by the agents of the Schuylkill Navigation Company, and requested to discontinue the working of all our wheels for a few hours of the day whenever the water was drawn down to a point "below the top surface of the dam."

This stoppage usually allowed sufficient water to accumulate in the dam to permit the whole or a part of the wheels to run for the balance of the day.

The stoppage was made daily, when requested by the Company, in deference to the terms of existing agreements between the corporation of the city of Philadelphia and the Schuylkill Navigation Company, the final agreement being dated June 14, 1824, which gives the Navigation Company the right to fasten up the gates or openings used to draw off the water, and whenever the water is drawn off below the top surface of the dam to keep the same fastened until the water shall again be raised as high as the top surface of the dam.

The Company, however, did not exercise this right in a peremptory manner, but politely requested it to be done, to which request we daily complied until, by the large fire at the Patterson stores and other causes, the reservoirs were drawn down so much that I considered it unsafe to suspend pumping, and on several days declined compliance with the request of the Company.

The supply of water in the river becoming rapidly so very limited as to cause alarm, and, deeming it my duty to attempt to keep it up by every possible means, a letter was addressed to the Navigation Company (a copy of which is appended), desiring them to suspend the lockage of any boats through the outlet lock at Fairmount, and also to draw down all the available water from the dams on the line of their works. This request was promptly complied with by the assistant president of the Company, and their works were closed at about five o'clock P. M. on Saturday, August 14, 1869, and have so remained; at the same time they have, by drawing the sluices in several of their dams, kept the water in Fairmount pool high enough to permit the working of a considerable part of our power for a portion of each day.

I have no hesitation in saying that, had the Company not acted in this manner, and chosen to keep their upper dams closed, the city would before this have been deprived of water. The present drought has no precedent in the history of the Fairmount works, either in duration or alarming results, the nearest approach to it being thirty-one years since.

There are no adequate means within my knowledge by which the present difficulty can be immediately remedied; the future means are obvious. Attention has been called to them in a report made by a sub-committee of the Park Commission (of which I had the honor to be chairman), and presented to that body October 11, 1867.

It is not considered necessary, at this time, to do more than indicate the modes suggested by that report, as proper and feasible for increasing and improving the supply of water from the Schuylkill.

First. By the construction of a sewer from Manayunk to a point below the Fairmount dam.

Second. By the improvement of the water power to its fullest extent. (By substituting new and more economical wheels for the dilapidated wheels and pumps then in use.)

Third. By the erection of large auxiliary engines, to be used during the dry weather of summer, which might be so arranged as to be able to reach the water below the dam, in case any accident should happen to that important structure.

Fourth. Additional engines of large size at Spring Garden works, capable of supplying the Delaware reservoirs as well as their own.

Fifth. By the construction of very large distributing reservoirs or reservoir.

Sixth. The building of large retaining compensating reservoirs upon some of the streams at the head waters of the river.

Add to these the raising of Fairmount dam, whereby the amount of water wasted upon the wheels will be very much less to raise the same quantity as at present into the reservoir, and the works of the Navigation be largely improved and increased in value; and the substitution of inclined planes worked by steam power, in place of the present outlet lock, whereby the water wasted from the dam for lockage of canal boats may be saved, and the business of the Navigation Company not be interrupted.

By these means, in my opinion, the future improvement of the water-power from the Schuylkill can be successfully accomplished; the second, third, fourth, fifth, and sixth suggestions requiring attention first.

I do not think that the unfortunate position in which we are now placed need impair our confidence in the Schuylkill as a source of supply, if the measures above indicated be taken advantage of.

The experience of former years shows that for ten to eleven months of the year the ordinary volume of water in the river is ample to drive all the wheels that can be placed in the old mill house; during the balance of the year they may be assisted, as required, by steam-power.

I may add that some of the means proposed in the above report have been anticipated and partly put into execution. One new turbine wheel has been erected and put in use, and another is in course of construction. A large Cornish engine has also been erected at the Spring Garden works, and has had a preliminary trial; the boilers intended for it are not yet ready for use.

Believing that your honorable bodies will refer the whole subject to the Committee on Water and this Department for early investigation, I have confined myself to a simple statement, merely intended for the present information of Councils.

a special meeting to-day, I have the honor to address you relative to a communication respecting the use of the water in Fairmount dam.

Inclosed is a copy of a communication which, by direction of the managers, I sent to the Chief Engineer of the Water Department on the 7th inst. Since then the evil has been steadily increasing.

To-day, in consequence of the refusal of the city to comply with an agreement not to draw the water below the level of the top of the dam, the navigation for loaded boats in Fairmount pool has been entirely suspended.

With the aid thus obtained by taking water belonging to the navigation, the city, after incurring heavy liability to all injured by this illegal obstruction of the public highway, may supply power to its machinery at the Fairmount Water-works for a short time longer.

Should the drought continue there is little doubt that the entire water of the river would soon prove inadequate for that purpose. The result may be such a diminution of the supply of water to the city as will occasion great deprivation and suffering, and, in the event of fire, great disaster.

The managers have, therefore, instructed me to address you chiefly with a view to put you in possession of the main facts of the case, in hope that you may be able officially to urge the application of the proper remedy.

The most important of existing misapprehensions upon the subject is a belief that this Company claims the right to limit now the extent of the right of the city to use the water of the Schuylkill for distribution from its reservoirs. The Company have never made such claim. The (old) city corporation, under its grants from the Company, did claim such a right against the district of Spring Garden; but the Supreme Court decided against it, and established the law as it now stands, by which it is clear that the present city may draw from Fairmount pool all the water it needs for distribution from its reservoirs, at least as long as the quantity so drawn does not interfere with the use of the river as a highway—a period certainly very remote, and which possibly may never be reached at all.

But the use of the water-power created by the dam at Fairmount, or any other dam on the Schuylkill Navigation, stands upon a different footing. The only right which the city has to such use of the water in Fairmount pool is derived by grant from this Company under the agreement. The supply of water in Fairmount pool would be sufficient, in periods of the greatest drought, for the wants both of the Navigation Company and the city, if the latter did not rely wholly upon that water for its power at the Fairmount Water-works. The quantity of water thus used is enormous.

The old breast wheels there consume nearly forty gallons as power for every gallon that they throw into the reservoirs. The turbines lately introduced consume twelve. It is solely, therefore, as a measure of economy, and to save the cost of an auxiliary steam-engine, to be used only in seasons of drought, or in event of accident to the dam, that the city now takes the water, and stops the navigation in the manner of which we complain.

The grant from the Company to the city, it will be seen, was most carefully confined within the limits by which the Company itself was restricted by its charter—which charter guards the rights of the public in the river as a highway, by providing that every such grant be so framed that it shall not at any time impede or interrupt the navigation. Accordingly, the grant to the city is only of "the water and water-power that shall remain after drawing off from the dam erected so much as may be necessary for the purposes of the navigation of said river, canal and locks;" and it provides also that "the city shall only have use of said water, with the use thereof for the purposes of the navigation aforesaid, will not reduce it below the surface of said dam, and keep it so reduced."

We are happy to acknowledge that the city authorities of the Water-works have generally faithfully endeavored to carry out this agreement, and in compliance therewith have repeatedly shut off the water from their wheels when so requested by this Company. But on other, and they have often, in what they naturally considered the discharge of their duty to the city, deliberately violated the agreement, and drawn down the water in the pool far below the stipulated point. Fortunately, until recently, the obstructions to the navigation thus occasioned have not at any one time been of very long duration, and the Company has therefore forbore to do more than remonstrate and urge upon the officers at Fairmount the recommendation of such measures as would prevent their recurrence.

By referring to the report of the Chief Engineer of the Water Department of January 28, 1864, of which a copy is inclosed, it will be seen that their remonstrances had the desired effect, in so far as that officer was concerned; and some of his recommendations of a remedy have from time to time been adopted by Councils.

The increase of consumption of water by the city, amounting at the Fairmount works during the past five years to over twenty-four per cent. for the months of June, July, August and September, has apparently far exceeded the means of supply during the periods of drought; and this increase of consumption is certain to keep pace with the growth of the city. If no additional means of supply are furnished the evil will soon be most formidable.

As already stated, it is now so great as to cause serious injury to this Company, and all parties interested in the navigation of the river. It is an evil full of peril also to the city; and if her interests alone are considered, and without any reference to those of this Company, they would seem to call for immediate measures to provide against its recurrence in future years.

A cessation of drought can alone relieve the difficulty involved in the stoppage either of the wheels at Fairmount or the navigation, at the present time. But the future is in her own hands, and that duty will not be considered the least urgent because it involves also the discharge of an undisputed legal obligation.

Referring to the Chief Engineer of the Water Department, to whose uniform desire to do everything in his power to lessen the evils complained of, we wish to bear the strongest testimony, for a confirmation of the statements here made, and expressing a willingness to give any further information that may be requested upon the subject, I am, very respectfully, your obedient servant,

W. M. TILGHMAN, Secretary.

Office of the Mayor of the City of Philadelphia, August 23, 1869.—To Hon. Daniel M. Fox, Mayor of Philadelphia.—Sir: Pursuant to resolution of the managers of this Company at

Office of the Mayor of the City of Philadelphia, August 23, 1869.—To Hon. Daniel M. Fox, Mayor of Philadelphia.—Sir: Pursuant to resolution of the managers of this Company at

Office of the Mayor of the City of Philadelphia, August 23, 1869.—To Hon. Daniel M. Fox, Mayor of Philadelphia.—Sir: Pursuant to resolution of the managers of this Company at

Office of the Mayor of the City of Philadelphia, August 23, 1869.—To Hon. Daniel M. Fox, Mayor of Philadelphia.—Sir: Pursuant to resolution of the managers of this Company at

Office of the Mayor of the City of Philadelphia, August 23, 1869.—To Hon. Daniel M. Fox, Mayor of Philadelphia.—Sir: Pursuant to resolution of the managers of this Company at

Office of the Mayor of the City of Philadelphia, August 23, 1869.—To Hon. Daniel M. Fox, Mayor of Philadelphia.—Sir: Pursuant to resolution of the managers of this Company at

Office of the Mayor of the City of Philadelphia, August 23, 1869.—To Hon. Daniel M. Fox, Mayor of Philadelphia.—Sir: Pursuant to resolution of the managers of this Company at

With this view we propose soon to urge upon the proper authorities to provide a suitable steam engine, to be used in supplying the reservoirs of Fairmount during the few weeks in the year when the water power is insufficient for that purpose.

We propose this course in the first instance, rather than resort to legal proceedings, because we are aware that every effort on your part has been made to comply with the agreement between the city and the Company, under which alone the former derives its right to use the water of Fairmount pool as a motive power, and that the repeated violations of that agreement, by drawing off the water below the level of the dam, are frankly admitted, and are explained without being attempted to be legally justified, upon the ground that they were necessary in order to supply the city with water. The object of this note is simply to place upon record the above facts, and to express the hope that you will at the next moment call the attention of the watering committee to them, and urge upon that committee the adoption of such measures as are in your judgment best adapted to the case.

Very respectfully, your obedient servant, (for the Schuylkill Navigation Company.)

W. M. TILGHMAN.

Department for Supplying the City with Water, Chief Engineer's Office, 125 Chestnut Street, Philadelphia, August 23, 1869.—To Charles W. Wharton, Esq., Assistant President Schuylkill Navigation Company.—Dear Sir: As you are aware, the exigencies of the drought have been such that it has become necessary to draw water from Fairmount dam below the point stipulated in the agreement between the city and your Company. Although I have furnished many reports, enabling you not only to see the amount thus drawn, but also that which has been retained in the dam by the consequent stoppage of the passage of your boats through the lock, yet, at this time, owing to the continuance of the drought, and in part to an accident to one of the steam engines at the Schuylkill works, the supply in the reservoirs is so low that it is impossible to not only the comfort but the safety of the city. Under these circumstances, I feel it my duty to make an earnest appeal to your Company to permit me to place at Fairmount entirely, but also to draw off their dams above Fairmount to the utmost extent possible, and to keep your works in that condition until the emergency is over, and you are able to resume your Company for the loss it may sustain, must, of necessity, be left open, it being out of my power to make any arrangement upon the subject, but I am persuaded you may rely with confidence on the authorities of the city to do full justice on the occasion. An immediate reply will greatly oblige.

Chief Engineer of the Water Department.

Office Schuylkill Navigation Company, No. 714 Walnut Street, Philadelphia, August 14, 1869.—To Frederick Graf, Esq., Chief Engineer, W. D.—Dear Sir: In reply to yours of this date, just received, I have the honor to state that we have no objection to the city for indemnity against all losses and liabilities which this company may incur in consequence of a compliance with your request. I have, without delay, directed our managers, assumed the responsibility of assenting to it. I have accordingly given order by telegraph that the Fairmount dam be closed, and the pumps above drawn down to the greatest possible extent—the works to remain in this condition until the emergency to which you refer is over.

Very respectfully, yours, CHARLES W. WHARTON, Assistant President.

[Telegraph.] Philadelphia, August 14, 1869.—To James F. Smith, Reading, Pa.: The necessities of the city for water are so great that, at the request of the Water Department, we have consented to close the Fairmount locks entirely, and also to draw down the dams above to the greatest possible extent, until the emergency to which you refer is over. I have, without delay, directed our managers, assumed the responsibility of assenting to it. I have accordingly given order by telegraph that the Fairmount dam be closed, and the pumps above drawn down to the greatest possible extent—the works to remain in this condition until the emergency to which you refer is over.

Very respectfully, yours, CHARLES W. WHARTON, Assistant President.

Reading, August 14, 1869.—To C. W. Wharton, Fairmount. I cannot do anything but mischievous by drawing down the dam, and the water will be low to water to fill them up. JAMES F. SMITH.

Fairmount, August 14, 1869.—James F. Smith, Reading: Explain your meaning more fully. As the navigation is to be entirely suspended until the drought is over what harm will it do to draw down the dam where such a suspension is required? However, if you are clear that no water can be spared, say so. Mr. Wharton has gone home.

W. M. TILGHMAN.

Reading, August 14, 1869.—Hon. W. M. Tilghman, Fairmount: If navigation is to be suspended over the whole of the river, draw down the dam above immediately put fifteen-inch high strips on Fairmount dam, to prevent water from going over. If not restrained by high-toned motives, might break through the locks, which now supply the city with water from the canal, and pass on their boats. They could do so if they pleased. They are waiting to see what Councils will do. Who will say that the Schuylkill Navigation ought not to be compensated for the suspension of their business?

Mr. Plunly approved of the resolution. Many people will now learn for the first time that Philadelphia is supplied with water by a private corporation. The damages done to this corporation would probably be fixed by a court at a quarter million of dollars. Even temporarily to satisfy such a power \$25,000 is but a trifle of what should be claimed by them.

Mr. Stokley said that these boatmen could not push out the gates of the locks. The topography of the canal prevented any such procedure if it were undertaken.

Mr. Smith thought that the Schuylkill Navigation Company, if Councils refused this, their reasonable request, would be justified in closing every leak in their works clear down to the city of Philadelphia.

Mr. Plunly remarked that the city would largely be gainers, and would simply manifest their magnanimity, by the appropriation of the \$25,000 desired for the payment of damages.

Mr. Duffy thought that we wanted water in the basins. The present object was to get it there. There is water enough in the Schuylkill.

Mr. Plunly, This afternoon the Hope Engine Company will test their skill in pumping water into the reservoir. It will be time enough to make appropriations when such means have failed.

Mr. Hancock thought the whole subject a farce. If the Navigation Company want \$25,000 they can raise it in ten minutes in the street. If at a regular meeting they come with a claim of \$100,000 damages the speaker would vote to pay it. He was not willing to go home and tell his constituents he had given away \$25,000 of the night that he had given away \$100,000 and his city's money until the Navigation Company had personally come forward, and, at a regular meeting, presented their claim.

Mr. Fox said he had been absent from the city for several weeks, but the eighteen gentlemen of the committee were of such a class that he should give his entire support to the wishes of that committee.

The bill then passed without a dissentient vote.

Mr. Francis then offered a resolution authorizing the Chief Engineer of the Water Department to use any and all means that he may deem advisable for the supply of water to the city, either by portable steam engines or other means. He withdrew it upon learning of the passage of a resolution to like effect in Common Council. [See Common Council report.]

ordinances regulating the use of water in the city the police officers are directed to proceed forthwith, according to law, against the parties violating the same.

By order of the Mayor, ST. CLAIR A. MULLHOLLAND, Chief of Police.

Mr. King moved the reference of the message to the Committee on Water. Unanimously agreed to.

Mr. King offered a resolution, that Frederick Graf, H. P. M. Birkinbine, with two others to be by them selected, be appointed a commission to consider and report to Councils the best plan for supplying the city with water commensurate with the rapidly increasing growth of the city. The said commission shall make a thorough and full examination of the subject, and report to these Councils the result of their investigations, and shall be paid such compensation as shall hereafter be determined by these Councils.

Mr. Francis moved to refer the communication to the Committee on Water.

Mr. King earnestly asked that before this was done a report should be listened to from the Chief Engineer of the Water-works. To do otherwise would literally be egotism. The gentlemen proposed to be employed upon this matter were experts, authorized to employ two others. Let these gentlemen make the proper observation in detail, and no further scarcity of water, such as now exists, could ever occur.

The speaker had been asked what the city would do in the existing case. His reply was "I will do anything, will vote for anything that will give the required relief." What would prove the remedy the speaker knew not, excepting the means specified in his motion above.

Mr. Francis said that this Chamber was convened, not to appoint a commission, but to find the means to supply the city for the present with the water it needed. It was for this that the present meeting was called. What the people now want is not "commissions," but water. And this water they want at once. It will be time enough when this drought is over to discuss the question of water-works enlargement; what is now indispensable is an immediate supply.

Mr. Hodgdon, chairman of the Committee on Water, reported an ordinance appropriating \$25,000 to the payment of damages to the Schuylkill Navigation Company for the loss of employment to their boats; such sum to be deducted from any award subsequently made to the Navigation in consequence of such loss.

Mr. Hodgdon explained that for some days past all the water of the navigation had been turned to the use of the Water Department. There were some five hundred boats lying high and dry, to which they could give no water. The boatmen are deprived of employment for the present at least.

Mr. King opposed the appropriation in the present shape. He thought that the \$25,000 would be well spent by the Committee of Councils as by special commission.

Mr. Smith read a letter upon the subject, showing that five hundred boats are now lying high and dry. Many of these people have their families with them upon their boats. They are in the main penniless. The Navigation has been sending them money and fodder. The officers of the Company have been self-sacrificing in the matter. Their operations have long been stopped, yet their expenses have not for a day been diminished from the usual rate. Give them this \$25,000, and from any future award of damages the amount will be deducted.

Mr. King could not see the force of this argument. Mr. Hodgdon is a most careful member. He has investigated the case, and these people have certainly been injured. A law suit looms up in the distance. We are anticipating it, and rendering a verdict of "guilty" by giving in advance of a verdict the sum of \$25,000 for damages sustained by the Navigation for the period of just nine days.

Mr. Cattell deemed the appropriation but proper and just. The Navigation shut its locks and opened its dams, gave up its own business, and relinquished all its interests to the interests of the city. They bring no suit for damages; they go honorably to the city. They have a large number of employees, who, if not restrained by high-toned motives, might break through the locks, which now supply the city with water from the canal, and pass on their boats. They could do so if they pleased. They are waiting to see what Councils will do. Who will say that the Schuylkill Navigation ought not to be compensated for the suspension of their business?

Mr. Plunly approved of the resolution. Many people will now learn for the first time that Philadelphia is supplied with water by a private corporation. The damages done to this corporation would probably be fixed by a court at a quarter million of dollars. Even temporarily to satisfy such a power \$25,000 is but a trifle of what should be claimed by them.

Mr. Stokley said that these boatmen could not push out the gates of the locks. The topography of the canal prevented any such procedure if it were undertaken.

Mr. Smith thought that the Schuylkill Navigation Company, if Councils refused this, their reasonable request, would be justified in closing every leak in their works clear down to the city of Philadelphia.

Mr. Plunly remarked that the city would largely be gainers, and would simply manifest their magnanimity, by the appropriation of the \$25,000 desired for the payment of damages.

Mr. Duffy thought that we wanted water in the basins. The present object was to get it there. There is water enough in the Schuylkill.

Mr. Plunly, This afternoon the Hope Engine Company will test their skill in pumping water into the reservoir. It will be time enough to make appropriations when such means have failed.

Mr. Hancock thought the whole subject a farce. If the Navigation Company want \$25,000 they can raise it in ten minutes in the street. If at a regular meeting they come with a claim of \$100,000 damages the speaker would vote to pay it. He was not willing to go home and tell his constituents he had given away \$25,000 of the night that he had given away \$100,000 and his city's money until the Navigation Company had personally come forward, and, at a regular meeting, presented their claim.

Mr. Fox said he had been absent from the city for several weeks, but the eighteen gentlemen of the committee were of such a class that he should give his entire support to the wishes of that committee.

The bill then passed without a dissentient vote.

Mr. Francis then offered a resolution authorizing the Chief Engineer of the Water Department to use any and all means that he may deem advisable for the supply of water to the city, either by portable steam engines or other means. He withdrew it upon learning of the passage of a resolution to like effect in Common Council. [See Common Council report.]

placed a reference of this subject to the Committee on Water. A corresponding bill in the other Chamber had just been so referred.

Mr. Smith didn't care for what Common Council did. This commission would probably select as the two coadjutors the chief engineers of St. Louis and of the Croton Water Department in New York. The cost might not be more than \$10,000; let gentlemen willing to vote \$100,000 to the Navigation evince their sincerity by voting for this small amount.

Mr. Marcus deprecated such precipitate legislation in so large a direction. In two weeks the Chamber will resume its regular meetings. Let not the city prematurely create what may prove a seriously expensive commission.

The motion to refer to the Committee on Water was agreed to by a large majority of votes.

A resolution of condolence upon the death of the late Alexander Harper was concurred in. Adjourned.

Common Branch.—This branch of Councils met in Supreme Court room yesterday. The body was called to order at 3 o'clock by Joseph F. Marcer, in the chair.

The call of the Mayor was read, stating the reason therefor.

A lengthy communication from the Mayor was presented and read. Also, a communication from the Chief Engineer of the Water-works.

Mr. Willets offered a resolution instructing the Chief Engineer to inquire into the feasibility of employing the steam engines to fill the basins.

Mr. Hanna moved to refer to the Committee on Water.

Mr. H. H. Hull offered a resolution to appoint a joint committee of five from each Chamber for the purpose of taking into consideration the feasibility of using the waters of the Lehigh or other streams for supplying the city with water. Referred.

Mr. Huhn offered an ordinance making an appropriation of \$100,000 for the purpose of procuring an auxiliary steam engine to supply a sufficient quantity of water to the city. Referred.

Mr. Barsley offered the following: Resolved, by the Select and Common Councils of the city of Philadelphia, That the Chief Engineer of the Water Department be and he is hereby instructed to adopt any temporary measures he may deem proper to suggest to remedy the present scarcity of water.

Mr. Kline moved to amend by adding by and with the consent of the Committee on Water. The yeas and nays were called, and stood 22 for 17 against.

Mr. Shoemaker moved to amend by adding provided the same can be done without stopping the hydrants in any dwelling-houses, and the expense incurred not to exceed \$25,000.

The amendment carried, and on the motion being read as amended it was carried.

Mr. Evans offered a resolution appointing Messrs. Graf and Birkinbine, together with two others to be selected by them, a commission to inquire into and make a report on the best method of supplying the city with water.

Referred to the Committee on Water-works.

Mr. Martin offered the following resolution of condolence on the death of Alexander J. Harper: Whereas, These Councils being informed of the death of Alexander J. Harper, Esq., who for nine years was a member of Common Council, and one year president of said body, and feeling that it is due to the many virtues that deceased possessed, that said Councils should, with becoming respect to his memory, and sympathizing with his relatives and friends in their bereavement, show by our action the esteem and respect that deceased was held by us; therefore,

Resolved, by the Select and Common Councils of the city of Philadelphia, that we sincerely deplore the loss by death of our esteemed late fellow member, Alexander J. Harper, Esq., who for many years was a member of Common Council, and by his sterling integrity, honesty, and capability endeared himself to us as members, and believing that the community have lost a faithful, honest and tried friend, and his aged parents a true and constant son.

Resolved, that we tender to the family of the deceased our united sympathy and condolence in their sad affliction.

Resolved, that the clerks of Councils be directed to have prepared a copy of the above preamble and resolutions, and transmit the same to the family of deceased.

Mr. Miller offered a resolution requesting the Chief Engineer to try the effect of the steam engines in filling the reservoirs. Agreed to.

Mr. Huhn moved that when Councils adjourn it do so to meet on Tuesday next. Postponed for the present, till the bill from Select Council was read.

Domestic Affairs.—Gold closed yesterday at 132 3/4.

—A death occurred in New York yesterday from Asiatic cholera.

—Captain Shaw yesterday inspected the Baltimore Fire Department.

—An illicit whiskey distillery was seized in the Fifth Ward of Brooklyn yesterday.

—The Christian Church, lately built at Seymour, Indiana, was burned down yesterday.

—Another lock is to be placed on each of the vault doors of the Treasury Department.

—The Treasury Department saves \$50,000 per month by the late dismissal of unnecessary clerks.

—On Sunday night Joseph Herrick was stabbed and fatally injured at Albany, N. Y. Adam Simmer and Bastian Dollar are under arrest charged with the offense.

—George Barnacle and his wife, a newly married couple, of Louisville, Ky., yesterday drank electric death, and finished the job by inhaling beer treated with morphine and arsenic. Result—a dead couple.

—The Democratic Carbon County Convention assembled at Mauch Chunk yesterday, and elected delegates to the Senatorial Conference, who will favor the nomination of the Hon. A. G. Brodhead, of Mauch Chunk.

THE WATER SUPPLY.

Trial of a Steam Fire Engine.—The mooted question of whether steam fire engines could be made available in pumping water into the Fairmount reservoir from the Fairmount dam was put to a practical test yesterday afternoon. Chief Engineer Downey detailed the Hope Fire Engine to proceed to Fairmount, and make the experiment. The steamer reached the steamboat landing just north of the Water Works about 5 o'clock, and proceeded to the trial in the presence of a number of members of Councils, city officials, engineers, and a good gathering of spectators generally.

Considerable delay was experienced in dragging the hose through which the water was to be forced to the top of Fairmount. This hose was pulled up the steep ascent in as direct a line as the formation of the ground would allow, and then the nozzle end was close proximity to the reservoir, the engine got up water and proceeded to force water from the river. The first attempt was a failure, in consequence of the hose bursting in some weak point before the water reached the reservoir. A second and a third attempt failed for similar causes. At the fourth trial, the line of hose being in perfectly sound condition, the steamer got fairly to work, and in the course of an hour, with a pressure of seventy pounds of steam, water was forced into the reservoir at the rate of about four hundred gallons per minute.

This would make for one engine about 21,000 gallons per hour, or 288,000 gallons in twelve hours. If the entire Fire Department were brought into requisition, consisting of forty-six steam engines, the amount of water pumped would be 13,248,000 gallons of water in twelve hours. During the month of August about 25,000,000 gallons is the average daily consumption, and supposing each engine of the Fire Department could be in operation for twelve hours the work performed by the Hope yesterday during her short trial, it follows that the steam engines are capable of pumping into Fairmount reservoir something less than half of the daily demands made on the Fairmount works. During the time the Hope was in operation, the water level in the reservoir was about two-thirds full of water.

It appears from yesterday's experiment that the principal question is strength of hose, as far as availability of steam fire engines is concerned in the present dilemma. It is thought that there would be no great difficulty in placing galvanized iron pipes from the foot to the top of Fairmount, and let